

VOL. 34, NO. 9.

CONNELLVILLE, PA., THURSDAY MORNING, SEPTEMBER 5, 1912.

LIGHT PAGES.

## Prices and Prospects.

### SPOT FURNACE COKE ADVANCES IN PRICE AND FIRMER IN TONE

Sales Reported at \$2.30 and  
\$2.35 and One at Fancy  
Price of \$2.40.

### THE CONTRACT PRICE FOR 1913

Now a Live Question With Producers  
and Consumers. Former Holding at  
\$2.75—Large Amount of Spot Coke  
Absorbed in Spite of High Price.

Special to The Weekly Courier—  
PITTSBURG September 4.—Prompt  
furnace coke has advanced five to ten  
cents a ton since the report on the  
basis of actual sales. While early last  
week a lot of 5,000 tons for September  
shipment sold at \$2.25, since then be-  
tween 12,000 and 15,000 tons of prompt  
and September has sold at \$2.30 and  
\$2.35 while one lot of a special grade  
sold at \$2.40. There seems to be no  
likelihood of the price falling below  
\$2.30 and \$2.35 would probably be  
paid in most instances.

The market has been showing an  
absorbing power for prompt furnace  
coke rarely ever witnessed. For several  
weeks sales have regularly been made  
aggregating 15,000 tons or more a  
week for spot shipment and shipment  
over limited periods not exceeding a  
month. A portion of this coke of  
course is taken by furnaces which  
have not regularly contracted and are  
still in the market either for prompt  
coke or for contracts but a very large  
part of the prompt coke purchased in  
the past 21 days has been taken by  
furnaces which have regular sources  
of supply. It is evident that they are  
not obtaining as cheap deliveries as  
they desire. The latest feature is  
that since the coke has not brought  
less than \$2.35 the furnaces are pay-  
ing more than they have to pay on  
their regular contract. The contract  
in force for the year are in the main  
at considerably below \$2, but the buy-  
ing seems to have been quite largely  
from furnaces having long-term con-  
tracts and these long-term contracts  
are generally in the neighborhood of \$2.

No additional contracts for furnace  
coke for the balance of the year are  
reported and it is possible that more  
contracting of this sort will occur  
for a while because operators are  
now looking for higher prices than the  
\$2.25 upon which considerable con-  
tracting was done a few weeks ago. As  
long as they can secure \$2.35 or better  
for prompt coke and still get the same  
for the year, the prospects of the iron  
and steel industries are for higher  
prices all around them and no occasion  
to sell on contract at \$2.25.

Interest is beginning to develop in  
what will occur for 1913. The first  
and the whole year. There remain  
now practically only the last quarter  
of this year, as regards contracts, and  
the question naturally arises as to making  
contracts for nine months instead of  
only for three months in the case of  
furnaces which have not yet con-  
tracted. Buyers are willing to thus far  
make wide areas for next year. The fur-  
naces need \$2.25 or \$2.30 as a high  
price not to be paid any further than  
they can see ahead while the opera-  
tors on the other hand have acquired  
the idea that if coke sold contract for  
the first half of this year at \$2.35 to  
\$2.50 and lately has been selling at  
\$2.25 it ought easily to bring a fur-  
ther advance for the first half of next  
year \$2.50 to \$2.75. Those who have de-  
clared themselves at \$2.50 seem to be  
in the mind to ask \$2.75 but buyers are  
quite indisposed to consider any such  
price and would doubtless continue to  
buy from hand to mouth unless there  
should be a spectacular advance in price.  
When coke brought \$2.75 to \$3 in  
October and November 1909, Bessemer  
pig iron was \$19.50 a ton, Valley  
against \$17.75 at present. Basic was  
\$17 against \$14 and Foundry iron was  
\$17.25 against \$14.25. Purposes natu-  
rally take the position that they cannot  
pay such a high price for coke at  
present, and if eventually they must pay  
it they are likely to have much higher  
priced pig iron in which case they  
will not mind paying the price for coke.  
With the advance over last week in  
prompt furnace coke and the absence  
of actual contracting contracts coke is  
not closely quotable but can be quoted  
at an advance based on the better out-  
look and the higher selling prices and  
the market now stands quotable as follows:

Prompt furnace	\$2.30	@ \$2.35
Contract furnace	\$2.25	@ \$2.40
Prompt furnace	\$2.30	@ \$2.40
Contract furnace	\$2.25	@ \$2.35

The pig iron market continues  
strong although it has not been very  
active in the past week. There is in-  
creased interest in next year's deliv-  
eries. Bessemer iron has brought \$14.75  
Valley in many instances, and \$15 has  
been paid for one small lot while se-  
rial small lots are under negotiation  
with the minimum price quoted said  
to be \$15. Basic is firm at \$14.25 or  
\$14.50. Foundry is nominally  
quotable at \$14.25 Valley but there  
seems to be little if any to be had for  
this price delivery at least for next year  
the furnaces are all asking an ad-  
vance. The pig iron averages for  
August compiled by a leading inter-  
est in the trade from actual sales of  
1,000 tons and over are given out at  
\$14.50 for Bessemer and \$14.00 for  
Basic, both at Valley foundries, 50  
cents higher delivered Pittsburgh.

### AUGUST WAS RECORD MONTH IN FINISHED STEEL TRADE

Especially in Tin Plate and Tubular  
Products and Steel Products  
Shortage in Sight

Special to The Weekly Courier—  
NEW YORK, Sept. 4.—The Ameri-  
can New York and Daily Iron and  
Steel Report reviews the steel and  
iron trade this morning as follows:

Shipments of finished steel in Aug-  
ust were very close to the record for  
any month in the history of the steel  
industry. If indeed they did not make  
a new record, the American Sheet  
& Tin Plate Company did make a new  
month's record for shipments by a  
comfortable margin and the same  
statement can probably be safely  
made of the sheet and tin plate trade  
as a whole. In tubular goods ship-  
ment also seems to have made a new  
record for August while in bars  
plates, shapes and rails shipments  
have been very heavy, exceeding the  
record for a month in many individ-  
ual cases.

Bookings of actual specifications  
for steel products in August were  
fully equal to shipments on the in-  
crease and in many cases exceeded  
shipments. The question which is  
interesting the producers now is  
whether the heavy specifications point  
to still heavier specifications this  
month or next or simply repeat  
the desire of many individual  
buyers to secure preference over oth-  
er buyers by specifying their full ma-  
terial earlier than usual.

Unfinished steel particularly bil-  
lets and sheet bars has been advanc-  
ing rapidly. A large one of open-  
hearth steel has been sold on a basis  
materially higher than \$24 for a  
maker's mill in the Pittsburgh district.  
The majority of the leading mills are  
practically out of the market as sell-  
ers for any delivery this year and  
have no intention of quoting for next  
year. A serious shortage of unfin-  
ished steel in the fourth quarter is  
in prospect for as a rule the producers  
have sold less for fourth quarter than  
they are delivering in this quarter.

The sharp advance in sheet bars  
pig iron and spelter are going to force  
higher prices for both sheets and tin  
plates. A general advance in sheets  
is in prospect within perhaps a fort-  
night while some of the independents  
are on the verge of advancing their  
price on tin plates to \$2.60.

The August pig iron averages are  
announced at \$14.50 for Bessemer and  
\$14.00 for Basic at Valley foundries.  
Small lots of Bessemer have sold at  
\$15 Valley.

### SOMERSET BURGESS VETOES B. & O. TRACK ORDINANCE

Similarity to Previous Measures and  
Ambiguity Are Given as  
Reasons

SOMERSET, Sept. 4.—Burgess F. M.  
Porney yesterday vetoed the franchise  
recently granted the Baltimore and  
Ohio Railroad by Council giving the  
"railroad" permission to lay a second  
track on Pleasant street from Main  
street north to the borough line.

The Pleasant street franchise has  
been before Council several years. At  
various times it has been passed all  
of which either were not acceptable  
to the Baltimore and Ohio or vetoed by  
Burgess Porney. In his veto yesterday  
Burgess Porney said the ordinance  
was practically the same as that vet-  
ted several months ago. He said the  
franchise is too indefinite.

The use of Pleasant street, a desir-  
ed by the company as a right of way  
for a connecting line between the  
Somerset and the new Somerset  
Somerset Garrett low grade line and  
would parallel the present Somerset  
& Cambria branch.

The franchise requires the company  
to build a new passenger station here  
and employ watchmen at the Main  
street grade crossing from 7 A. M. to  
7 P. M.

### U. S. STEEL HEAD HOPEFUL

James A. Farrell in Sharon Address  
Forecasted Prosperous Year

SHARON, Aug. 30.—In an address  
here yesterday at a luncheon in his  
honor James A. Farrell, President of  
the United States Steel Corporation, said:

The prospects before the iron and  
steel industry today are brighter than  
at any time during the last 10 years.  
Business conditions are improving and  
confidence the leaven of trade is re-  
turning. The outlook for the major  
crops is for bountiful harvests. The  
railroads are placing orders for rolling  
stock and equipment and sentiment in  
financial circles is in support of in-  
creased commercial and manufacturing  
development.

Our export trade is increasing and  
much of the product of the mills finds  
its way abroad, but this business is one  
which must be consistently developed  
and which requires patient application  
since it must not be forgotten that all  
of Europe is our competitor in the mar-  
kets of the world and with its Govern-  
ment support is integrated industries  
it has built up an enormous for-  
eign trade which makes it a formidable  
competitor.

### For Fall Steel Institute

The fall meeting of the American  
Iron & Steel Institute will be held in  
Pittsburgh October 25 and 26 and will  
bring the leading iron and steel manu-  
facturers of the country. The general  
committee consists of President James  
A. Farrell of the United States Steel  
Corporation, President E. A. S. Clark  
of the Lackawanna Steel Company, President  
C. M. Schwab of the Bethlehem  
Steel Company, President John  
A. Topping of the Republic Iron & Steel  
Company and Frank S. Witherben of  
New York.

## Review of the Connellsville Coke Trade.

### Statistical Summary.

PRODUCTION	WEEK ENDING AUGUST 31 1912				WEEK ENDING AUGUST 21 1912			
	Ovens	In	Out	Tons	Ovens	In	Out	Tons
DISTRICT								
Connellsville	22,885	11,000	6,178	210,870	22,681	10,507	6,178	210,122
Lower Connellsville	10,013	1,706	2,537	101,115	11,369	2,071	2,678	108,980
Totals	32,898	12,706	8,715	311,985	34,050	12,578	8,856	319,102
FURNACE OVENS								
Connellsville	18,106	17,259	4,947	170,611	18,106	17,259	4,947	169,892
Lower Connellsville	1,767	1,400	1,571	51,087	1,767	1,414	1,327	51,113
Totals	19,873	18,659	6,518	221,698	19,873	18,673	6,274	221,005
MERCHANT OVENS								
Connellsville	1,790	2,240	1,220	40,225	1,790	2,240	1,220	40,225
Lower Connellsville	10,223	1,206	1,116	106,660	10,223	9,023	1,177	101,877
Totals	12,013	3,446	2,336	146,885	12,013	11,263	2,397	142,102
SHIPMENTS								
To Pittsburgh			3,815 Cars				900 Cars	
To Points West of Pittsburgh			6,284 Cars				6,111 Cars	
To Points East of the Region			933 Cars				940 Cars	
Totals			11,032 Cars				10,951 Cars	

### U. S. REPORT SHOWS 32 KILLED IN EACH DAY BY RAILROADS

Commerce Commission Also  
Gives Average of 500  
Hurt in Accidents.

### 2,481 DEAD IN THREE MONTHS

Total Number of Those Injured in  
January, February and March of  
This Year was 17,475 According to  
Official Federal Statistics

An average of 32 persons was killed  
and 500 injured daily during the  
months of January, February and March  
of this year, according to the statistics  
of the U. S. Commerce Commission.

The Commerce Commission report  
shows that the number of persons killed  
by railroads in the first three months  
of this year was 2,481, or an average  
of 32 persons a day. The number of  
persons injured was 17,475, or an average  
of 500 persons a day.

The report also shows that the num-  
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### BUYING OF STEEL EQUIPMENT SO FAR CONSIDERED HEAVY

Roads Since August 1 Bought \$5  
000 Tons of Rails, 280  
Engines

All steel companies report a heavy  
buying of equipment by railroads since  
the first of August. A large one of open-  
hearth steel has been sold on a basis  
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### SOFT COAL PRICE IN FIRST HALF OF YEAR HIGHER THAN IN 1911

Increased Demand, 'Caused  
in Part by English Strike,  
Given as Reason.

### ROADS REPORT GREAT TONNAGE

Connellsville, Baltimore & Ohio  
Western Maryland and Pittsburgh  
Lackawanna Steel Company—  
Total Aggregate Shipment was  
87,123,000

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Our Foundry Coke is unexcelled by any    Its low sulphur and ash and high fixed carbon  
make it superior to many    It has the    ability to give high melting ratios in your  
foundry









WANTED-POSITION BT AN EX  
perienced pay roll clerk All references  
Can give bond. Address P R C care  
Cousley







## WESTERN MARYLAND THROUGH-PASSENGER LINE TO PITTSBURG

Service Ready September 29,  
From Baltimore via  
Connellsville.

## TWO FAST TRAINS EACH WAY

Local Freight Agent for Former Road  
Tells of Heavy Shipments, Includ-  
ing Machinery for Japan—Charles  
Stanbury as Passenger Official

Negotiations are under way between officials of the Pittsburgh & Lake Erie and the Western Maryland Railroad Companies for a new through passenger service via Connellsville between Baltimore and Pittsburgh. According to local advice Saturday morning the companies are planning to have this service as stated by President Robertson on his visit here last 1 in connection with the opening of freight traffic on the Connellsville division of the Western Maryland by September 29.

The plan as proposed by the officials of the two railroads provide for the operation of trains to Connellsville over the Western Maryland tracks, and from there to Pittsburgh over the Pittsburgh & Lake Erie under a long term traffic agreement. President Robertson said recently two fast trains a day each way between Pittsburgh and Baltimore are train leaving each city in the morning and evening probably would be placed in service. Ground has been broken according to reports from Duckerson Run today for the new roundhouse and shops to be erected by the Western Maryland and the Pittsburgh & Lake Erie. Duckerson Run is a terminal for both roads.

W. H. Thomas, freight agent for the two railroads, said today about 120 carloads of freight daily each way is being hauled over the new Connellsville division of the Western Maryland. Shipments of paper from West Virginia mills comprise one of the features of the westbound shipments while a number of carloads of lumber and machinery are shipped eastward. The eastbound freight over the new road enroute to the Pacific coast.

Much harvesting machinery for Western points furniture from the Hagerstown mills and lumber companies much of the westbound freight. The eastbound freight over the Western Maryland has consisted largely of iron plate steel billets and coal and coke. A large quantity of hides from the West to tanneries in the mountains of West Virginia also has been shipped over the Western Maryland.

No appointment has been made as yet of a local passenger agent. The passenger business will be transferred to the new depot immediately upon the opening of traffic on the Connellsville division and it is reported Charles Stanbury of Leavitt Falls, Pa. will receive the appointment.

Plans for remodeling the freight station here have not been completed.

## RAILROADS MAY DIVORCE BOAT LINES ASKED IN PANAMA BILL

Pennsylvania and other systems expect to abide by Regulating Measure

Much apprehension is prevalent in higher railroad circles here and elsewhere over the effect approval by the President of the Panama canal bill enacted by Congress recently will have upon the numerous steamship lines now owned by the railroads of the country and operated by them as subsidiaries. Such will in the future mean that well informed railroad men present the dilemma either of relinquishing the ownership of property valued at \$100,000,000 or more or of entering upon a legal warfare that must of necessity be both prolonged and costly.

General Solicitor C. S. Patterson of the Pennsylvania is among those who apprehended serious complications although the Pennsylvania in common with other systems undoubtedly will pursue a conservative and prudent course in the premises. It is anticipated in former crises and the utterances of its representatives with respect to the present one may be considered as a criterion by which to judge in the circumstances therefore should the roads be advised by their legal departments that a legal contest would be in wise it may be anticipated that step will be taken by them the Pennsylvania included to divorce their water lines forthwith.

The Pennsylvania for instance owns all the stock of the Erie & Western Transportation Company operating the Anchor Line of boats between Buffalo, the head of the Great Lakes and Chicago with a capital of \$3,000,000 and bonds to the amount of \$1,500,000 both paying 4 per cent. General of which the Pittsburgh & Lake Erie is an integral part owns all the \$1,000,000 stock of the Western Transit Company which operates a fleet of 12 vessels on the Great Lakes and is guarantor of principal and interest of outstanding bonds to the amount of \$1,000,000 the total investment representing approximately \$1,000,000. And in common with the New Haven the Central controls the inland railroad which owns the \$1,000,000 stock of the Rutland Transit Company which owns three and a half other boats all plying the waters of the Great Lakes.

B. & O. Contractors in Fairmont With the coming week the Erie Shoemaker Construction Company will remove all machinery and workmen numbering nearly three and a half from points along the Somerset & Cambria division of the Baltimore & Ohio railroad to Fairmont, W. Va. where the company will construct a large retaining wall and do other work for the road. This means the construction of nearly \$200,000 worth of improvements for the S. & C. division will have been completed.

Have You Coal Land for Sale?

## PENNSYLVANIA ROAD'S BAN ON LIQUOR TAKEN UP BY OTHERS

Opposition to Sale of Intoxicants on Trains Manifested by Many Lines

The opinion seems to prevail in railroad circles throughout the country that within a short time the system recently adopted by the Pennsylvania lines east of Pittsburgh in prohibiting the sale of liquor on the trains will be taken up in the near future by practically all the large systems.

In the current issue of one of the railroad publications the following notes of the matter were made:

Due to the activities of the Anti-Saloon league the wet and dry map of the country has taken on a decidedly mottled appearance with the dry area in many States preponderant. Where wet and dry territory alternates in this manner it becomes necessary for dining car waiters to refer to maps either printed on the back of the bill of fare, or otherwise provided in order to determine where liquor may or may not be sold.

Another embarrassment to this branch of the dining car service is the two prohibiting drinking of liquor on passenger trains in Illinois for example most if not all the railroads have stopped the sale of liquor in dining cars on an account of local option territory but in compliance with the other law which has a State wide application. Conditions of this kind render it probable that the recent action of the Pennsylvania railroad in eliminating the sale of liquor in dining cars on the line east of Pittsburgh will be followed by similar action on other parts of this system and on other roads. In fact the Philadelphia & Reading railway and the Buffalo Rochester & Pittsburgh railway have given orders discontinuing this business and there is a probability that the Pennsylvania railroad will extend its orders to cover all New York and Chicago trains. Indeed speaking of New York and Chicago service with Ohio dry in a large portion of its territory and Illinois and Indiana forbidding the drinking of liquor and the recent order effective east of Pittsburgh it remains comparatively little territory on the Pennsylvania system open to the business.

These legislative restrictions make the dispensing of liquor rather troublesome and to the detriment of convenience added the chance of unwitting violation of the laws by dining car waiters. With a strong public sentiment opposing liquor on the railroads have no doubt reason for continuing the business. It is there can be but comparatively few passengers to whom the indulgence in purchasing liquor with their money will afford any real convenience. There is on the other hand a very real reason for opposition by the railroads to the business. In these days of efficiency improvements practically all the railroads are endeavoring to increase the efficiency of their service and to this end they are endeavoring to eliminate all that is superfluous and to retain only that which is essential to the service.

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## CHICAGO TESTS AIR IN EFFORT TO ABATE SMOKE NOISANCE

University of Pittsburgh Survey Told of Steam Road Electric Traction

While the smoke investigation of the industrial research department of the University of Pittsburgh is making a general survey of the smoke problem in the Pittsburgh district in all its phases the Chicago Association of Commerce through its committee on smoke abatement is making a similar study of the electric traction of the railway terminals.

The first committee on this subject reported in 1910 that electric traction is practicable from an engineering standpoint and that when effected it would be of economic advantage to the extent that it would prevent a greater loss of power of steam locomotives than would be lost by the use of electric power.

The mechanical or technical feasibility of such changes.

The financial practicability of such change.

Under the first heading as to the necessity of the change a study is being made of smoke densities being emitted by the stacks of locomotives and stationary plants a survey of the city which is carried on by means of level analyses of the air in various parts of the city by means of portable instruments installed in a motor vehicle.

When one considers that Chicago is the greatest railroad center in the world with an average of 147 locomotives in daily operation and that 100 separate railroad yards have been realized what a problem is before the engineers on this investigation.

Drinking Cups on Western Maryland

Officers and employees of the Western Maryland Railroad are being urged that are in advance of the West Virginia Legislature in the matter of adopting the individual drinking cup which is used exclusively on passenger trains on the system. The new Maryland law effective September 1 requires all railroads operating in the State to provide individual drinking cups and officials of the road decided to adopt them on the entire road.

Start 500 Coke Ovens at Charleston

Five hundred coke ovens are being started by the Reliance Coal Company and two new coal shafts are being sunk on the Washington County side of the old Loch No. 3, Charleston.

## WEST PENN PROPOSES TO ENTER ELIZABETH AND NEARBY TOWNS

Trolley Company Negotiates  
for Extension From Boston  
on the Yough River.

## D. L. ZUNDEL IS IN THE DICKER

Right of Way Agent With Head  
Quarters in Connellsville Confers  
With Bureau as to Franchises  
McKeesport and Washington Act

A West Penn trolley extension from Boston along the Youghiogheny river to Elizabeth is being planned according to reports from the local offices of the company. Fred D. L. Zundel of Connellsville, assistant right of way agent for the company, conferred last week with Burke's Graham of Elizabeth regarding a franchise. As stated by Zundel the proposed extension to Elizabeth would reach Elizabeth from Boston and McKeesport.

The West Penn company also has applied for franchises in Clifton and Uniontown. It controls the trolley line from McKeesport to Dravosburg in an extension it is planning up the western side of the river. Zundel plans to appear before the Elizabeth branch council at its regular meeting on September 10 to the application for a franchise.

Local unions have introduced in the McKeesport council a resolution to the effect that no report regarding a franchise in the city should be received until the city council has decided on the matter. The resolution was adopted by a vote of 10 to 5.

The Washington 11 council has adopted a resolution to the effect that no report regarding a franchise in the city should be received until the city council has decided on the matter. The resolution was adopted by a vote of 10 to 5.

## PHONE SUPPLANTS TELEGRAPH ON SOMERSET & CAMBRIA LINE

Baltimore & Ohio Dispatchers at  
Connellsville Are in Charge  
of New System

The telephone system on the Somerset & Cambria line of the Baltimore & Ohio railroad is being replaced by a new system. The new system will be in charge of the Baltimore & Ohio dispatchers at Connellsville. The old system was in charge of the local operators.

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## LOCAL ENGINEERS EXPECT AN INCREASE IN PAY BY NOVEMBER

Action of New York Arbitration Board  
Considered Favorable by Connellsville Men

To all engineers chafing at the delay in the New York arbitration board's action on the demand for a raise in wages are expecting a report by September 15 according to W. Wilson, a well known Connellsville, Pa. O. & N. engineer. The men are expecting an increase in their November pay.

Wilson said that should the wage increase be granted by the arbitration board it would be from May 1 when the transportation agreement with the railway companies involved in the dispute terminated.

Following a conference of three hours duration yesterday afternoon representatives of the engineers and the railway companies agreed to hold in abeyance the demand of the former for a wage increase until the arbitration board hands down its decision as to the engineers' demands.

## NEW CAR RULES SEPTEMBER 1

Railway Association Provides Against  
Shrinkage of Rolling Stock

New rules that were made effective Sept. 1 by the roads affiliated with the American Railway Car Association are expected to remedy a grievance of long standing. Up to the present time all railroads have been in the habit of using foreign equipment to any part of the country.

Under this method the smaller lines have had the use of more cars than they actually owned while the larger roads which owned the equipment have experienced a car shortage their up calls or the return of their property often going unheeded. The new rules provide that all the foreign equipment must be returned to the owners from the point of destination and not used by the railroad in whose territory the equipment happens to be.

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## Labor World Notes.

Several hundred women are doing the work of men and alone do the men in Cleveland O. foundries.

The employees of the government printing bureau at Ottawa Ont. have received an increase of \$1.50 a week.

The biennial convention of the International Union of Steam Fitters will meet in St. Paul on September 9.

A lady barbers union is the very latest addition to the ranks of organized labor in San Francisco Cal.

A movement is under way for the establishment of a home for disabled members of the Coopers International Union.

A 10 hour day for farmwork is being demanded by laborers in certain sections of the Northwest and in order to get help the farmers are yielding to the new scale.

In its work of eliminating the prevalence of disease and mottling the New York State Department of Health has asked the cooperation of labor unions throughout the State.

With a view of eliminating the Oriental from the fruit branches in Santa Clara county California the Farmers Educational and Cooperative Union has opened a free employment office for white help only at San Jose.

The Montreal Tramway company has increased the wages of its conductors and motormen the increase being two cents an hour for the year men and one cent per hour for others. Twenty two hundred men are affected by the raise.

During July 2414 British immigrants were distributed among the provinces of Ontario. This is about double the number for last year. It is estimated that 2,000 British immigrants have been distributed in the province of Ontario for the past year.

An almost unanimous vote of the entire membership on referendum of the Wisconsin Federation of Labor and Industrial Union of the World is to be held at Milwaukee on the 23rd of September to elect a new state executive committee for Wisconsin will open early in September.

Chief of the International Typographical union reported a decrease of 215 members during the last year. The number of members in the union in 1912 was 2,496. In the last year of 1912 the number of members was 2,281. The decrease was 215 members.

Chas. B. Busch, Vice President of the United Brotherhood of Carpenters and Joiners of America, announced that the third day of the convention of the Brotherhood at Washington D. C. on September 16 for the establishment of a home for aged carpenters is proposed to be a day of prayer and fasting for the relief of the aged.

From a report just issued by Secretary Frank M. Ryan of the executive council of the American Federation of Labor it appears that during the first six months of the year the federal labor union need of the federal labor union is about \$1,000,000. The federal labor union is about \$1,000,000. The federal labor union is about \$1,000,000.

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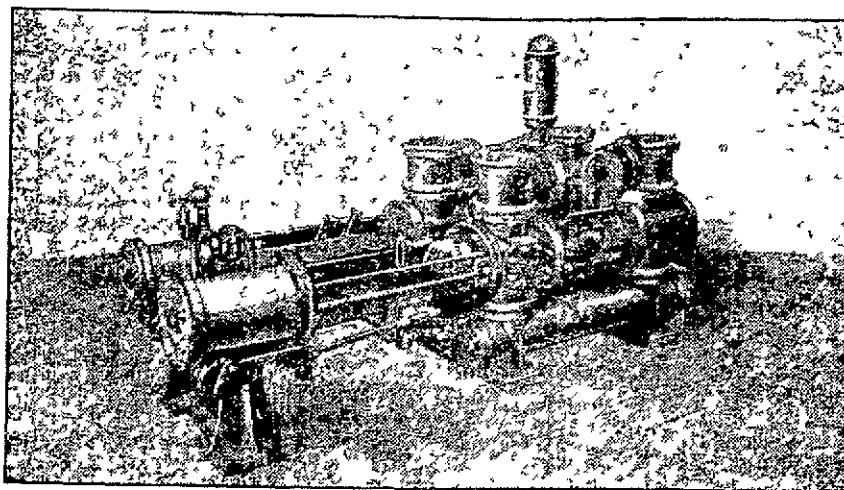
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BY BAIRD HALBERSTADT F. G. S.

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Plants 1 and 2	1,108	Tyler and Bykewell Wks.	800
Austin Coal & Coke Co.	420	H. C. Frick Coke Co.	1,000
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